

TONOPAH DAILY BONANZA

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W. W. BOOTH, EDITOR AND MANAGER

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MANLESS LAND FOR LANDLESS MEN.

A Salt Lake dispatch states that an effort is on foot having for its object the locating of homeless Belgians on the lands of the west. This is a golden opportunity for Nevada which has more unsettled land than any other state in the Union. Most of this land is still in the name of the government and is classed as dry lands which means that there has not been any development of irrigation sufficient to guarantee a permanent supply of water. With a little encouragement from the government which is committed to the care of the homeless Belgians and lands of Nevada should not be overlooked. This state is essentially the home of the poor settler who is offered every advantage such as low priced land with high priced markets right at home without entailing enormous cost of transportation to distant seaports for export. The Belgians are a thrifty and industrious race, just the class who could be relied on to make homes in the wilderness that needs nothing more than the presence of hard working agriculturists familiar with tillage and willing to buckle down to hard labor. The Belgians are inured to hard work. They are more than willing to begin life anew in a land that will insure homes and peace, a country where they can devote themselves to the cultivation of the soil and lose sight of their terrible losses and fearful tribulations which have brought the wealthiest to the most acute stage of destitution. The old men and women and children who were spared from the shambles of the front in fighting for liberty are just the class who would find contentment and peace here in the land that has gone begging for the human element to assist in reclaiming our vast areas of sagebrush wilderness. The movement will have to be financed largely by the United States government and our senators should not lose sight of the opportunity to establish some of these people in the land that never fails to reward industry and application. The Belgians are a people gifted with a love for intense cultivation and it is said that one of this race can do more with ten acres than an ordinary American farmer can do with a whole section of wild land. That is the class we should invite to our gates and every instrumentality should be brought to bear in interesting the proper authorities in the movement. The Southern Pacific has a clear title to approximately 3,000,000 acres and liberal assistance would repay that company a thousand fold in developing the idle lands along its right of way between Reno and Ogden.

ENGINEERS IN THE ARMY.

THE Engineering News Record, one of the most reliable journals devoted to the business represented by its title has taken cognizance of the many reports circulated by disappointed candidates for engineers commissions in the regular army by directing attention to the faults of the system and exposing the failure of candidates who work at the grinding routine of the preparedness camps and the difficulty of winning commissions that will pay the men as well as the jobs they forsook in civil life. The question is filled with complexities but none of the objections or statements is taken seriously by the editor of the magazine quoted, who is in a better position to know the failings and qualifications of the class of readers his publication serves than any other person in the field. In summing up the objections the editor says: "Criticism of the government methods of training its temporary military engineers are permissible though it must be said that no one has such expert knowledge of how such training should be conducted as the officers of the army themselves. The fact remains that the government will have pressing need for engineers of all sorts in the campaign which inevitably lies ahead of the army in France. Mistakes will undoubtedly occur and individuals will probably suffer from neglect and mistreatment, for the war department today is probably the busiest organization in the world. Busy, and, what more, hastily enlarged organizations are bound to make mistakes, but the department is doing its best to sort out the engineering talent offered it so that each man will fit into his proper niche. The department has announced that it wants all kinds of engineers. It remains, then, for those who have volunteered who do not seem fitted to their proper place, to take up direct with Washington, through proper military channels, of course, where they are parts of military organizations, their disposition for future use. Once their preliminary, and to the military mind necessary, training is accomplished, they may be sure that their talents may be disposed of to the best use of the government."

It should be borne in mind that the United States is accomplishing more in the line of military organization in three months than any of the European powers has succeeded in doing in the course of three years. It is the crystallization of ideas that is now apparent only on the surface but which in the course of another three or six months will begin to bear fruit. The engineering exploits outlined by the War Department contemplates construction that has never been paralleled in modern time. The American system proposes to erect cold storage warehouses with all their appurtenances on a scale commensurate with the employment of several million soldiers taught to expect the best of everything and paid the highest wages of any armed force fighting for the democratization of the world. In railroad building alone thousands of miles of railroad will have to be laid through a country that has been devastated by hostilities of the most intense order and most rapacious character. Equipment must be furnished and installed, trains must be kept moving and bridge builders must be on the alert at all times to replace dislocated sections thrown out of joint by raids of airmen with their batteries of bombs and other destructive missiles. Electricians of the highest order must be had to equip these lines and to extend telephone and lighting service as fast as the troops make gains in an enemy's country. Shipbuilding on a most gigantic scale has already been provided for by Congress and all that delays the work is the adjustment of a few minor questions between the bureau of construction and the shipping board which is in a fair way to be amicably settled. This friction is not as serious as some persons would have the public believe, for a steady improvement is observ-

ed in the progress in many adverse lines of endeavor. A little patience at this time will go a long way in helping the administration to work out the serious problems before it and, if every man called to the country's colors, does his part he will not have any fault to find in the way of delayed recognition.

HUMOR OF THE MAIL.

The best thing about the crown prince of Germany is that he doesn't like his father.

Some men approve of classic dancing because it gives the dressmaker no chance to send in a bill.

Somehow an industrial strike during wartime looks like stabbing Uncle Samuel in the back.

A lot of people who are dodging the law just dote on a scandal in the police department.

They are already pronouncing the Kaiser's sixth son "Jokin," and perhaps they are not so far wrong at that.

It is generally understood that if the Kaiser abdicates, Hoboken may yet be saved to the United States.

A great wave and satisfaction has settled over Kentucky. Colonel Henry Watterson has decided to remain as editor of the Courier-Journal.

France is said to be amazed at "the lightning rapidity of American methods." It might be a good idea to suppress all news about our, as it were, esteemed Congress.

About the only way for the German people to square themselves with the world at large would be to hand William Hohenzollern his blue envelope.

Mr. Nicholas Romanoff, formerly the well-known Czar of Russia, is learning to play the oboe. All of these royal personages are dangerous.

The burned out negroes of East St. Louis are driven from bad to worse. They're crossing the Mississippi to spend the rest of the summer in St. Louis.

BASEBALL GAMES

(By Associated Press.)

SAN FRANCISCO, Cal., July 21.—Whether or not James W. Coffroth, president of the Lower California racing association and at one time a promoter of many of the professional ring battles between champions, will have an active part in staging boxing matches in the bull ring at Tijuana is a question that none of his friends seem able to answer. Coffroth has vouchsafed nothing definite other than to say that his former right hand man, Gregory Mitchell, is going ahead with plans to bring together the best men in various classes in the ring today. According to Coffroth, Mitchell will go after championship bouts of twenty rounds.

The appointment of Hugo Bezdek, University of Oregon coach and athletic director, as manager of the Pittsburgh Pirates, may not necessarily mean that the university will have to find a new football coach. Bezdek signed a three year contract with the university recently. When he went east several weeks ago he said he expected to return and get another Oregon team into shape, despite the war.

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Standing of the Clubs	Won	Lost	Pct.
San Francisco	61	46	.570
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Los Angeles	55	49	.528
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Oakland	50	57	.467
Vernon	43	63	.406

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At Portland—
Vernon, 3; Portland, 7.

At Los Angeles—
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LOVELOCK ASSAYER HAS NARROW ESCAPE

IS RESCUED BY POWER COMPANY MAN AFTER BEING CARRIED OVER DAM

LOVELOCK, July 21.—A H. Scott, assayer, narrowly escaped being dashed to death on the rocks below the Rodgers dam Sunday evening, and was afterward rescued from drowning in the Humboldt river by Joe Beane, general superintendent of the Nevada Valley power company. He is now at the hospital seriously but not fatally hurt. He did not recover consciousness till the next morning. This is the fifth time that Scott has been rescued from drowning since the swimming season opened.

According to witnesses, Scott was swimming dangerously near where the water goes over the Rodgers dam, dropping twenty feet to a rock and cement apron below. He was first noticed after all but his feet were over. Beane, who saw him, ran along the bank, picking Scott up in the river a hundred yards below.



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TO BEGIN GRADING WESTERN PACIFIC

CONSTRUCTION COMPANY TO START WORK ON RENO END WITHOUT DELAY

Construction work of the Western Pacific from this end of the line will be started late this week or early next week by the Utah Construction company, says the Reno Gazette. Steam shovels and tractors to start the work from this end arrived in Reno yesterday and will be taken to a point about three miles north of Reno where the grading will be started.

The company is now maintaining nine camps out of Chilcot coming this way and is rushing the work as fast as possible. The grade from Reno north on the N. C. O. for about three miles will be used by the Western Pacific with little change.

According to President Levey of the road trains are expected to be running into Reno on November 1

which leaves about three months for the grading to be completed and the rails laid.

(By Associated Press.)
PARIS, July 21.—Gus Agostini, of San Francisco, a member of the foreign legion was decorated for bravery.

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